

### The Daily Press.

PUBLISHED EVERY MORNING (Except Monday) at the DAILY PRESS BUILDING, 211 Twenty-fifth Street, by the DAILY PRESS COMPANY.

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#### SUBSCRIPTION RATES

The Daily Press is delivered by carriers anywhere in the city limits for 10 cents a week. Any irregularities in delivery should be immediately reported to the office of publication. Orders for delivery of the Daily Press to either residence or places of business may be made by postal card or telewhone.

MAIL SUBSCRIPTIONS. (Payable Invariably in Advance.) 
 One Month.
 \$ .50

 Three Months
 1.25

 Bix Months
 2.50

 One Very
 5.00

TELEPHONE NUMBERS.

Editorial Rooms...Bell 'Phone No. 14. Business Office....Bell 'Phone No. 181

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Entered at the Newport News, Va. Postofice as second-class matter.

WEDNESDAY, JANUARY 31.

#### A PECULIAR DECISION.

According to a dispatch from Nor folk, Judge Hanckel has delivered a rather remarkable decision in connection with a forgery case which came before his court. He is reported to have rendered a decision holding that forgery as a crime could not be committed under the Virginia statute unless the person whose name is forged suffers financial loss through the operation.

It seems to us that if the judge's decision is in accord with the law it would open up an inviting field for one who might desire to disseminate libelous statements over a forged signature. It seems to us that the unauthorized signing of another person's name should constitute forgery without reference to the after effects of the deed. Desire for pecuniary gam | is not an essential element in other crimes and we tail to see why it should be made the sole basis for re sponsibility in cases where the crime of forgery is committed.

#### OLD PLANTATION DAYS.

At the annual banquet of the Confederate Veterans' Camp of New New York city, F. Hopkinson Smith spoke to the toast "Old Plantation Days." In his address he declared that the extentsion of suffrage to the negro was the "greatest crime of the century

"The great loyalty of the negro," he said, "was as much a part of the South as its plantations and its people. Then came the change and the loyalty of the negro was destroyed, together with the black man's greatest and best quality, and there was wiped out at the same time the basic quality of a civilization that will never come again.

"At that time there was loyalty in the negro. Now what is it? Why a man in the South doesn't dare to leave his home and his wife and children

alone." The saddest result following the changed conditions which came with the close of the civil war grew out of the breaking up of the old ties between the negro and his white master. Many persons now living can remember the "plantation days" when the negroes were swarming about the premises, many of them through the house-intent on various duties-un cles and mammies and maids galore. When the male members of the white families rode away for a day at the time it was with no thought of dan ger for the loved ones at home, for none existed.

The change has been vividly depict ed by Mr. Smith in a single sentence, and we have no doubt that the "crime of the century" to which he refers has been largely responsible for that change.

### THE NEW ALIGNMENT.

The members of the great interna tional concert of powers probably will pause in their great Peace oratorio long enough to take in the recent act ivity of the German Emperor and the Czar of Russia, the latter gentleman baving drunk a very affectionate toast October

to the former representative of the "divine right" to rule the common herd

If that expression of love and admi ration means a new alliance for the erstwhile ally of the polite Gaston | TOWARDS the Close There Was a the latter probably will begin looking about for a new partner in which event England and France, those ancient enemies may come to an understanding over their mutual distrust of the Kaiser and the Czar.

It is one of the anomalies of the twentieth century that millions of intelligent and cultured men will permit themselves and their interests to be shifted about like pawns in a chess game in cider that a "war lord" or a make-believe monarch may have his little game.

Mayor McCarthy seems to be lea! ing a strenuous existence in his seffimposed role of "Citizen Fixit" for the couple of his most recent exploits, tive sentiment which did not carry however, he has the satisfaction of prices far from last night's level in having been upheld. His judgmgent either direction. in the Burton case and in the "Penny Arcade" indecent picture cases have til the beginning of the final hour of been upheld in court. As both cases the session, when stocks began sudinvolved issues in which the desent dealy to stream into the market people of the State were vitally interested, the mayor's victories will be greeted with satisfaction throughout the Old Dominion, and in many cases there will be regret that there are not more officials of the "live wire" type. If so more of the laws designed to protect the unsophisticated from the wiles of those who trade upon and pander to the most degrading instincts of the human mind would be enforced,

We cannot but feel that Smator Martin felt a premonicion that he had been re-elective even before he heard from the committee which traveled to Washington to apprise him of that interesting fact

Marshall Field was said to be the heaviest individual taxpayer in the world, which naturally leads one to assume that the tax collector did not consider the merchant prince's money

The delightful weather of the past

Wild Scramble to Sell.

### MARKET ON THE VERGE OF PANIC

Congressional Action in Regard to the Pennsylvania Group of Railroads Causes Apprehension in Street and Acounts For Slump.

(By Associated Press.) NEW YORK, Jan. 30.—The stock market broke badly late in the day enterprising town of Richmond. In a after a series of mutations of specula-

This state of uncertainty lasted un

from all directions at once as though by concerted agreement.

It was generally attributed to a growing distrust of the technical position of the market and to the growing boldness of an aggressive bear party, which has been built up in the market in the last few days.

With a renewal of the decline late in the day fresh importance was attached to the action in the House of Representatives on the standing of the Pensylvania group of railroads and to the measure at Albany to investigate the State banking department.

and to the measure at Albany to investigate the State banking department.

The favorable reports of net carnings for December by the Erie, Lehigh Valley, Chesapeake & Ohio and the Canadian Pacific railroads were ignored in the rush to liquidate speculative holdings. The principal pressure of the liquidation centered in Reading, Colorado Fuel, Union Pacific, Amalgamated Copper, Lead, Smetting and such stocks, which had been the subjects of excessive or reckless speculation in the immediate past.

Bonds were irregular. Sales, par value, \$3,385,000. United States bonds were all unchanged on call.

Chicago Grain Market.

CHICAGO, ILL., Jan. 39.—An official report of a continued drought in India and a prediction of colder weather in the Southwestern part of the season from the markets of the season from the market of the season from the market of the season fro

The delightful weather of the past few days probably led the Wall Street bears to conclude that the time had come for the regular spring shearing of the venturesome "lambs."

Most people in this section of the country will heave a sigh of relief when informed that Colonel Mann was not born "down South"

Chicago Grain Market.

CHICAGO, ILL., Jan. 30.—An offlicial report of a continued drought in India and a prediction of colder weather in the Southwestern part of the United States were the chief factors creating a strong wheat market was the continued drought in India and a prediction of colder weather in the Southwestern part of the United States were the chief factors creating a strong wheat market.

Corn and oats were each up one-half cent.

Corn and oats were each up one-quarter cent. Provisions were a shade to five cents higher.

Baltimore Produce Market,
BALTIMORE. MD.. Jan. 30.—
Flour steady at decline.
Wheat firmer; spot contract, 84-1-2
a 84-3-4; Southern on grade, 78-1-2.
Corn firmer; spot. 48a48-1-4; Southern white, 42-1-2a48-1-2.
Onts easier; No. 2 white 36-1-2a
Consessior; No. 2 white 36-1-2a
Butter steady and unchanged.
Eggs firm and unchanged.

### OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin.

Stocks, Bonds, Cotton. Grain, Etc., Room 2, Braxton Building.

1		4000000	1200	200					
1	Anguanda	)pen	. н	igh.		AIN	1.	Clo:	se.
1	Anaconda			276 1		262		269	
1	Allis-Chalmers	24	1.8	24 1	-2	22	3.4	23	1-4
4	Amalgamated Copper	110		111 3	-8 1	06	1.2	109	
1	American Car and Foundry	43	3-4		.2	42	3.8		1-2
	American Cotton Oil	40	200	40		37	0.0	37	1.4
	American Locomotive	72	3-4		4				
3	American Smelting	100	0.1			72			3-4
1	American Succes	104	-741			161			3-8
ı	American Sugar	117	5-8	149		144	3-8		3-8
N	Atemson	91	1-2	92 3	-8	91	1-8	92	3.8
ũ	Atenison, preferred	103	1-2	103 1	-2 1	103	1.4	103	1-4
ă	Atchison	162	1-2	162 1	2	160		160	1-4
3	Baitimore & Ohio	114	5-8	114 7	-8	113	1.4		1.8
9	Brooklyn Rapid Transit	87	1.2	89	0350 0	85	1.4		1.2
â	Canadian Pacific						(Victoria)		
9	Chesapeake & Ohio	170	3-4	171		169			3-4
ğ	Chienge Creek Western				-8	57	1-1		1-4
è	Chicago Great Western	21	5-8	22		21	1-2	21	7-8
å	Chicago, Mil. & St. Paul	184	5.8	185 7	-8	183	3-4	184	3-4
ě	Colorado Fuel and Iron	77.43		75 1	.2	65	775.55.11	68	15-14
	Distillers' Securities	51	3.4		-1	51		51	
2	Erie	17			1		5.8		
ı	Erie, first preferred	82						47	
g	Illinois Central	170			-1	81	7-8	82	
ı	Louisville & Nachville	100	1-2			76	1-2		144
Ŋ	Louisville & Nashville	149	3.4			148	1-2	149	1-2
ď	Manhattan	160	3-4	160 3	-4 2	159	3-4	159	7.8
	Metropolitar, Street Railway	122		122 5	-8 1	121	3-4	121	2-4
ij	Metropolitan Street Rv. Securitles	70		70 3	4	69		69	
ı	Mexican Central	24	5-8		-8	24	1.4	9.4	
ı	M. K. & T	37		1705 0.5	4	36	1-8		5-8
N	M. K. & T. preferred	70	1.2	71	3.0				
ij	Misnouri Pacific		1.6			70	1.2	70	3-4
ũ	Material Land			102 3	-1 1	100	3.4	101	5.8
	National Lead	81		4.0		80		82	
9	New York Central	149	1.4	149 3	4	117	7-8	148	70
-									
	N. Y., G. & W	54	1.2		7.00		1.9		
	N. Y., G. & W	54	1-2	44 5	-8	53		53	3-4
	N. Y., G. & W	54 90	3-4	54 5 90 1	8 2	53 89	1-1	53 90	3-4 1-2
	N. Y., G. & W Norfolk & V.errern Pacific Mail	54 90		54 5 90 1 49 1	-8 -2 -2	53 89 46		53 90 47	3-4 1-2 1-8
	N. Y., G. & W Norfolk & Vertern Pacific Mai! Pennsylvania	54 90 48	3-4	54 5 90 1 49 1 143 1	-8 -2 -2 -2	53 89 46 42	1-4 5-8	53 90 47 142	3-4 1-2 1-8 3-4
	N. Y., G. & W Norfolk & Vertern Pacific Mai! Pennsylvania	54 90 48	3-4 	54 5 90 1 49 1 143 1 99	-8 -2 -2 -2 1-4	53 89 46 42 98	1-4 5-8	53 90 47 142 98	3-4 1-2 1-8 3-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car	54 90 48 143 99	3-4 	54 5 90 1 49 1 143 1 99 60 3	-8 -2 -2 -2 1-4	53 89 46 42 98	1-4 5-8	53 90 47 142 98	3-4 1-2 1-8 3-4
	N. Y. G. & W. Norfolk & Weitern Pacific Mail Pennsylvania Feople's Gas Freseed Steel Car Reading	54 90 48 143 99 60 140	3-4 	54 5 90 1 49 1 143 1 99	-8 -2 -2 -2 1-4	53 89 46 42 98	1-4 5-8	53 90 47 142 98 59	3-4 1-2 1-8 3-4 7-8
	N. Y., G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Pressed Steel Car Heading Republic from and Steel	54 90 48 143 99 60 140	3-4 	54 5 90 1 49 1 143 1 99 60 3 141	-8 -2 -2 -2 1-4	53 89 46 42 98 59	1-4 5-8	53 90 47 142 98 59 136	3-4 1-2 1-8 3-4 7-8 3-8 3-4
	N. Y. G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Fressed Steel Car Reading Republic from and Steel Republic from and Steel preferred	54 90 48 143 99 60 140 32	3-4 -4 1-4 3-4 1-8 3-8	54 5 90 1 49 1 143 1 99 60 3 141 33 1	-8 -2 -2 -2 1-4 -4	53 89 46 42 98 59 34 32	1-4 5-8 3-8 1-4	53 90 47 142 98 59 136 32	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Freesed Steel Car Roading Republic fron and Steel Republic fron and Steel Rock Island Rock Island	54 90 48 143 99 60 140 32 104	3-4 -4 1-4 3-4 1-8 3-8 7-8	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105	-8 -2 -2 -2 1-4 -4 -4	53 89 46 42 98 59 34 32	1-4 5-8 3-8 1-4	53 90 47 142 98 59 136 32 104	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8
	N. Y., G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Fressed Steel Car Roading Ropublic fron and Steel Republic fron and Steel Republic Island Rock Island Rock Island Rock Island Rock Island	54 90 48 143 99 60 140 32 104 24	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3	8 -2 -2 -1 -4 -4 -4 -4	53 89 46 42 98 59 34 32 104 24	1-4 5-8 3-8 1-4	53 90 47 142 98 59 136 32 104 25	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4
	N. Y. G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Fressed Steel Car Reading Republic Iron and Steel Republic iron and Steel Rock Island Rock Island Rock island, preferred Sloss Spedicial	54 90 48 143 99 60 140 32 104 24 63	3-4 -4 3-4 1-8 3-8 7-8 3-4 1-4	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1	8 -2 -2 -1 -1 -4 -4 -4 -4 -2	53 89 46 42 98 59 34 32 63	1-4 5-8 3-8 1-4 1-2 3-4	53 90 47 142 98 59 136 32 104 25 64	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Rending Republic fron and Steel Republic fron and Steel Reck Island Rock Island, preferred Sloss Saeffield Southern Pacific	54 90 48 143 99 60 140 32 104 24 63 86	3-4 -4 3-4 1-8 3-8 7-8 3-4 1-4 1-4	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1	8 2 2 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4	53 89 46 42 98 59 34 32 63 85	1-4 5-8 3-8 1-4 1-2 3-4 1-2	53 90 47 142 98 59 136 32 104 25 64 87	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Rending Republic fron and Steel Republic fron and Steel Reck Island Rock Island, preferred Sloss Saeffield Southern Pacific	54 90 48 143 99 60 140 32 104 24 63 86 67	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3	8 2 2 2 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 42 59 34 32 63 85 67	1-4 5-8 3-8 1-4 1-2 3-4 1-2 1-2	53 90 47 142 98 59 136 32 104 25 64 87 68	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Honding Hopublic fron and Steel Republic fron and Steel Republic iron and Steel Rock Island Rock island, weiterred Sloss Shellield Southern Pacific Southern Railway	54 90 48 143 99 60 140 32 104 24 63 86 67	3-4 -4 3-4 1-8 3-8 7-8 3-4 1-4 1-4	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3	8 2 2 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4	53 89 46 42 59 34 32 63 85 67	1-4 5-8 3-8 1-4 1-2 3-4 1-2	53 90 47 142 98 59 136 32 104 25 64 87 68	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Fressed Steel Car Reading Republic Iron and Steel Republic Iron and Steel Republic Iron and Steel Rock Island Rock Island Rock Island, preferred Sloss Spellield Southern Patific Southern Patific Southern Railway, preferred	54 90 48 143 99 60 140 32 104 24 63 86 67 40	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3	8 2 2 2 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 42 59 34 32 63 85 67	1-4 5-8 3-8 1-4 1-2 3-4 1-2 1-2	53 90 47 142 98 59 136 32 104 25 64 87 68	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Reading Republic fron and Steel Republic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock	54 90 48 143 99 60 140 32 104 24 63 86 67 40	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3 41 1	8 2 2 2 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 142 98 59 134 32 104 63 85 67 39	1-4 5-8 3-8 1-4 1-2 3-4 1-2 1-2	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8 3-4 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Pressed Steel Car Heading Republic fron and Steel Republic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock Island Southern Pacific Southern Pacific Southern Railway Southern Railway Southern Railway Fered Tennessee Coal and Iron Texas & Pacific	54 90 48 143 99 60 140 32 104 24 63 86 67 40	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3 41 1	8 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	53 89 46 42 98 59 134 32 104 24 63 85 67 39	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155	3-4 1-2 1-8 3-4 7-8 3-4 1-4 5-8 1-8 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai! Pennsylvania Feople's Gas Fressed Steel Car Reading Republic Iron and Steel Republic Iron and Steel Republic Iron and Steel Rock Island Rock Island, preferred Southern Pacific Southern Pacific Southern Railway Southern Railway, preferred Tennessee Coal and Iron Texas & Pacific Union Pacific	54 90 48 143 93 60 140 32 104 24 63 86 67 40	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3 41 1 156 3 36 3	8 2 2 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 42 98 59 134 32 104 24 63 85 67 39	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 25	3-4 1-2 1-8 3-4 7-8 3-8 3-4 1-4 5-8 1-8 3-4 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas. Fressed Steel Car Reading Republic fron and Steel Republic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock	54 90 48 143 93 60 140 32 104 24 63 86 67 40	3-4 4-4 3-4 1-8 3-8 7-8 3-4 1-4 1-4 7-8 7-8	54 5 90 1 49 1 143 1 99 60 3 141 1 105 25 3 64 1 87 1 68 3 41 1 156 3 36 3 154 1	8 2 2 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 142 98 59 134 32 104 24 63 85 67 39 154 35 151	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 35 153	3-4 1-2 1-8 3-4 7-8 3-4 1-4 5-8 1-8 1-4 7-8
	N. Y. G. & W. Norfolk & Western Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Reading Republic fron and Steel Republic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock Island Southern Pacific Southern Pacific Southern Pacific Southern Railway Southern Railway, preferred Tennessee Coal and Iron Texas & Pacific Union Pacific Union Pacific United States Rubber United States Rubber United States Steel	54 90 48 143 99 60 140 32 104 24 63 86 67 40 155 36 153 52	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 156 3 36 3 141 1 156 3 36 3 154 1	8 2 2 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 142 98 59 134 32 104 24 63 85 67 39 154 35 151	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 102 155 35 153 52	3-4 1-2 1-8 3-4 7-8 3-4 1-4 5-8 1-8 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Reading Republic Iron and Steel Republic Iron and Steel Rock Island Rock	54 90 48 143 99 60 140 32 104 24 63 86 67 40 155 36 153 52	3-4 6-4 3-4 1-8 3-8 7-8 3-4 1-4 1-4 7-8 7-8 3-8 7-8	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 156 3 36 3 41 1 156 3 36 3 41 1	8 2 2 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 142 98 59 134 32 104 24 63 85 67 39 154 35 151	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 35 153	3-4 1-2 1-8 3-4 7-8 3-4 1-4 5-8 1-8 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Unading Kepublic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock Island Southern Pacific Southern Pacific Southern Pacific Gouthern Railway Southern Railway Frenessee Coal and Iron Texas & Pacific Union Pacific Union Pacific United States Rubber United States Steel	54 90 48 143 99 60 140 22 104 63 86 67 40 155 36 153 52 42 109	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 156 3 41 1 156 3 36 3 154 1 53 43	-8 -2 -2 -2 -1 -4 -4 -4 -4 -4 -8 -8 -2 -1	53 89 46 142 98 59 134 32 104 24 63 85 67 39 154 35 151	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 5-8	53 90 47 142 98 59 136 32 104 25 64 87 102 155 35 153 52	3-4 1-2 1-8 3-4 7-8 3-4 1-4 5-8 1-8 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Unading Kepublic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock Island Southern Pacific Southern Pacific Southern Pacific Gouthern Railway Southern Railway Frenessee Coal and Iron Texas & Pacific Union Pacific Union Pacific United States Rubber United States Steel	54 90 48 143 99 60 140 22 104 63 86 67 40 155 36 153 52 42 109	3-4 6-4 3-4 1-8 3-8 7-8 3-4 1-4 1-4 7-8 7-8 3-8 7-8	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 68 3 41 1 156 3 36 3 154 1 53 43	-8 -2 -2 -2 -1 -4 -4 -4 -4 -4 -8 -8 -2 -1	53 89 46 42 59 59 134 24 63 85 67 39 154 42 109	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 1-2 1-2 1-2 3-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 25 153 52 43 110	3-4 1-2 1-8 3-4 7-8 3-8 3-8 1-4 5-8 1-4 7-8 1-4 1-4 3-4
	N. Y. G. & W. Norfolk & Western Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Roading Ropublic fron and Steel Republic fron and Steel Republic fron and Steel Republic fron and Steel Rock Island Rock Island, westerred Sloss Sheffield Southern Pacific Southern Pacific Southern Railway Southern Railway Southern Railway Tennessee Coal and Iron Texas & Pacific Union Pacific Union Pacific United States Rubber United States Rubber United States Steel United States Steel United States Steel United States Steel United States Commical Virgenia-Carolina Chemical Virgenia-Carolina C	54 90 48 143 99 60 140 22 104 63 86 67 40 155 36 153 52 42 109	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 33 1 105 25 3 64 1 87 1 156 3 36 3 41 1 156 3 154 1 53 43 1 110 3	2 2 2 1 1-4 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	53 89 46 42 59 59 59 134 24 63 85 67 39 154 42 109 44	1-1 5-8 3-8 1-4 1-2 3-4 1-2 1-2 1-2 1-2 1-2 3-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 35 153 52 43 110 46	3-4 1-2 1-8 3-4 7-8 3-8 3-8 3-4 1-4 5-8 3-4 1-4 7-8
	N. Y. G. & W. Norfolk & Weitern Pacific Mai' Pennsylvania Feople's Gas Fressed Steel Car Reading Republic Iron and Steel Republic Iron and Steel Republic Iron and Steel Republic Iron and Steel Rock Island Rock Island Rock Island, preferred Southern Pacific Southern Pacific Southern Pacific Southern Railway Southern Railway Fennessee Coal and Iron Texas & Pacific United States Rubber United States Rubber United States Steel United States Steel Virginia-Carolina Chemical Virginia-Carolina Chemical Virginia-Carolina Chemical Virginia-Carolina Chemical Virginia-Carolina Chemical	54 90 48 143 99 60 140 32 104 24 63 86 67 40 155 36 153 52 42 109 48 81 15	3-4 	54 5 90 1 49 1 143 1 99 60 3 141 1 25 3 64 1 87 1 68 3 154 1 156 3 36 3 153 4 110 3 48 7 115 1	2 2 2 1 1 4 4 4 4 4 4 4 4 4 8 8 8 8 8 8 8 8 8	53 89 46 42 98 59 134 32 24 63 85 67 39 151 42 109 44 114	1-1 5-8 3-8 3-8 1-4 1-2 3-4 1-2 1-2 1-2 1-2 3-8 1-8	53 90 47 142 98 59 136 32 104 25 64 87 68 40 102 155 35 153 52 43 110 46 111	3-4 1-2 1-8 3-4 7-8 3-8 3-8 1-4 5-8 1-4 7-8 1-4 1-4 3-4
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### TRANSPORTÁTION GUIDE.

# Norfolk and Newport

NOTIOIK AIR INEW POIL

News Express.

PINE BEACH ROUTE.
IN EFFECT NOVEMBER 19, 1908.
Connecting with the fast iron steamer ENDEAVOR.

Leave Norfolk for Newport News—6:20, 7:30, 9:00. 10:30, 12:00, 1:30, 3:40, 4:30, 6:30, 7:30. (Saturday and Sunday only, 10:00 p. m.)

Leave shipyard, Newport News for Norfolk—7:15, 8:45, 10:15, 11:45, 1:15, 2:45, 4:15, 5:45, 7:15, 8:15. (Saturday and Sunday only, 10:45 p. m.)

Schedule cards of local cars at ticket office, Atlantic street, Norfolk—8aturday and Eunday only.

LATE BOATS, MONDAY FRIDAY—EXTRA.

H. H. CARR, Gen'l Mgr., Hampton, Va.

STEAMSHIP COMPANIES.

### Norfolk & Washington Steamboat Company

The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as fol-

NORTHBOUND. Leave Portsmouth, foot of 5:00 p ro

of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms and further information apply to IRWIN TUCKER, Ticket Agent, 2711 Washington Ave., Newport News, Va., or to D. J. CAL LAHAN, Agent, Norfolk, Va.

### Merchants' & Miners' Transportation Co.'s

Steamship Lines for Boston, Providence and Baltimore.

Leave Newport News, via Norfolk, for Boston every Tuesday, Wednesday, Friday and Sunday. Leaves for Providence every Monday, Thursday and Saturday, sailing from Norfolk at 6:00 p. m. and Saturday, sailing from Norfolk at 6:00 p. m. Leave Newport News for Baltimore

daily, except Tuesday and Wednesday, at 6 p. m., connecting for Washington, Philadelphia and New York.

Fare to Baltimore, one way, \$3.00; round trip, \$5.00, including stateroom berth. Accommodations and cuisine

Freight and passengers taken for all points North and South. Steamers leave Baltimore, foot of Long Dock, daily, promptly at 6 p. m.
Only line running a Sunday steamer between Newport News and Baltimore. For further information apply to

D. R. McNEILI, Agent.
Newport News, Va.
W. P. TURNER, G. P. A.
J. C. WHITNEY, A. D. STEBBINS,
2d V.-P. & T. M. Gen'l Mgr.,
General Offices, Baltimore, Md.

### OLD DOMINION LINE 806 ERWIN STREET, DAILY SERVICE

FOR NEW YORK-From

Company's Wharf, Nor-folk, every week day, at

7:00 p. m. \$\frac{1}{7} \text{FARE-Pirst-class, one way, \$8.00} \text{meals and stateroom, berth included Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway

NIGHT LINE BETWEEN
NEWPORT NEWS AND RICHMOND.
Steamers Brandon and Borkley leave
Plor "A" 8:30 every evening, passengers only.
Steamer Hampton will leave Pler
"A" delly event Sunday at 9 are

Steamer Hampton will leave Pier "A" daily, except Sunday, at 9 a. m., going to Norfolk, and at 4 p. m., going to Smithfield. Steamer Accomac will leave Pier "A" daily, except Sunday, at 9 a. m., going to Smithfield, and about 2:30 p. m., going to Norfolk. All business between New York and Newport News transacted at Pier 6.

Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty

fifth street.

M. B. CROWELL, Gen. Agt.
H. E. Walker, Vice-Pres. & Traf. Mgr.

### Clyde Steamship

Steamers to Philadelphia
MONDAY, THURSDAY and
SATURDAY.
Salling from Philadelphia.
TUESDAY, THURSDAY and
SATURDAY.
Freight received and delivered dalls
t C. & O. Pier No. 6. Office, River
toad.
JAS. W. McCARRICK,
Gen. Southern Ast

W. P. CLTDE & CO., Gen. Agts.
12 South Delaware Avenue, Philadelphia, Pa.

### Hampton News and Advertisements.

# **CROCKETT'S** SHOES AND HATS

C. L. CROCKETT & CO.,

NO. 5 QUEEN STREET.

**BEST BY TEST** 

MAJOR J. D. WNNE'S WILL

Left His Entire Property to His Widow, Mrs Sarah J. Winne.

The will and testament of Major James Dean Winne, of Phoebus, has been admitted to record in the Eliza-6:00 p m 7:00 p m 7:00 n m Winne left his entire property to his widow, Mrs. Sarah J. Winne, who Arrive in Wastington... 7:00 a m

Arrive in Philadelphia,
Penn. R. R. ... ... \*10:50 a m

qualified as the executrix's of the estate. Following the direction of the will Mrs. Winne gave a personal bond

Major Winne owned much real es-\*2:00 p m tate and carried a goodly amount of life insurance.

Messrs, C. L. Collier, L. P. Furn ess and Charles E. Welsh were named a commission to appraise the property

#### MR. CUMMING IS NAMED.

Succeeds Himself as a Member of the County Electoral Board.

Judge Blackstone has entered an order appointing Mr. Samuel Gordo Cumming a member of the electoral board of Elizabeth City county for the term of three years. Mr. Cum ming succeeding himself, his first ap pointment expiring February 1.



#### MONUMENTS, **HEAD STONES** and STATUARY

IN GRANITE AND MARBLE. Best quality, material and workmanship at the prices con-sistent with the quality of work.

LAWSON & NEWTON 139 West Queen Street, 'PHONE, 191. HAMPTON, VA.

### Lot 69 x 145 Ft. Home 5 Rooms

newly papered throughout; ground high and perfectly drained; splendid water; rear of lot well shaded and specially adapted for raising chickens.

near La Salle Avenue—one square from either ear line— West Hampton, \$1,200 will buy monthly

### J. M. Cumming

18 S. King St.,

MEN AND WOMER



gent or poisonous.

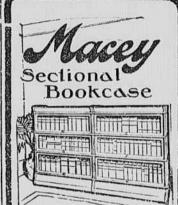
Sold by Bruggists,
or sent in plain wrapper,
by express, prepaid, for
\$1.00. or 3 bottles \$2.75.
Gircu'ar sent on request-

### Chesapeake & Ohio Railway HOURS THE QUICKEST LINE

See E. W. Robinson, Agent C. & O. Ry

See E. W. Robinson, Agent C. & O. Ry.
Before Arranging for your trip.
Through Trains Vestibuled, Electric
Lighted, Steam Heated, Dining
Cars a La Carte through the
grandest scenery East of
the Rocky Mountains.
For Richmond, Cincinnati, Indianapolis, St. Louis, Chicago, Louisville, Nashville, Memphis,
West and Southwest:
10:10 A. M., and 5:25 P. M. daily.
Local for Richmond and James River

Local for Richmond and James River Points: 7:40 A. M., week days, Local for Richmond: 5:60 P. M. week days.



### The Bookcase For Home or Office.

"Non-binding Doors That Don't Bind"

Are mechanically correct, Are mechanically correct, and the very latest structural features are combined with that high quality and nicety of finish and design for which Macey-Wernicke goods are justly famed.

A beautiful catalog showing dozens of ways in which these pretty cases can be arranged to

beautify the home—for the asking. Call and let us show them to you.

A good beginning consisting of one top, one 9-inch book sections, one 10-inch book sections, one 12-inch hook sections, one 12-inch book section, one base in beautiful golden quartered oak highly pol-ished, for

\$12.50

### The Hampton Store

Willis-Smith-Crall Co. Inc., Largest Home Furnishers

in the South.

4 BIG STORES.

### WE MUST CLOSE OUT

### **OUR READY MADE GOODS**

And we propose to sell every Over-coat, Suit and Ready-to-Wear Gar-ment in the store at less than cost to get rid of this department.

The Sults and Overcoats are of the latest patterns and nobby so you get the best the market affords at little

## S. MARBACH,

The Baltimore Merchant Tailor,

Corner Hope and ' West Queen Streets, HAMPTON, · VIRGINIA



